

who is the chairman of the social studies department at Central Falls High School. The students will compete for national honors in joining 1,200 students from across the Nation in Arlington VA; and Washington DC, from April 29 to May 1.

The competition involves students demonstrating their knowledge of constitutional principles and their relevance to contemporary issues. Making the feat more impressive is that 14 of the 25 students from Central Falls High School learned English as a second language. Some of the students or their parents are natives of Portugal, Mexico, Puerto Rico, El Salvador, Mozambique, Colombia, Liberia, Poland, and Vietnam.

I will be visiting these award-winning students in their classroom on April 10 to wish them the best of luck in this competition. I am very proud of their accomplishments. They have shown that hard work and desire, along with proper parental and educational support, can overcome any language barriers.

I'd like to offer my congratulations and best wishes to Mr. Brousseau and his students: Kelly Bianchi, Berta Couto, Elizabeth Diaz, Elizabeth Gartska, Linda Layous, Juan Menzano, Christine Patricio, Hannah Tarawali, Alexandra Zaldana, Janet Blandon, Yolanda DaSilva, Michelle Doucet, Martha Gutierrez, Rebecca Lussier, Nelci Paiva, Celina Sackal, Halena Taveira, Melenie Casto, Daisy Diaz, Susan Freitas, Melanie Kowal, Mike Macedo, Beatriz Patino, Kathy Siwy, and Agnes Wec.

#### FAA SHOULD BE AN INDEPENDENT AGENCY

### HON. JIM LIGHTFOOT

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 4, 1995*

Mr. LIGHTFOOT. Mr. Speaker, today I am introducing legislation to restore the Federal Aviation Administration to independent agency status. The legislation will also provide the FAA with the major personnel, procurement, and finance reforms needed to keep America's air traffic control system the best in the world.

Although our national air transportation system is the best in the world—it should be better. As a pilot and flight instructor, I've seen a lot of problems with the FAA bureaucracy. And I've heard from far too many people who've had first-hand experience with the mismanagement and inefficiencies at the FAA. These are exemplified by the advanced automation system, which is the core of the air-space modernization effort—a project bungled so badly that it is billions over budget an years behind schedule.

We're clearly not doing our best to ensure that ours is the safest and most efficient system possible. We've reached a point in the development of our aviation system where we can no longer postpone action. It is clear that everyone, the administration, Congress, and the aviation user groups agree on the need for reform at the FAA.

At the appropriations committee, we heard Secretary of Transportation Federico Pena testify that the Clinton administration's proposal for a Government-owned ATC Corporation is the only solution to the problems that exist at the FAA. Yet there is near-universal agreement that the administration's proposal is no solution at all. The General Accounting Of-

fice's analysis of the administration's proposal strongly suggests the proposal has been rigged with financial assumptions to make the concept superficially attractive.

While I recommend the administration for taking a proactive role in FAA reform, the plans has earned almost no support from the industry or from Congress. But there has been one positive outcome to the discussions about privatizing the nation's ATC system. It has helped focus the debate, allowing several common complaints about the FAA to emerge.

My legislation seeks to address those key obstacles which nearly everyone agrees are hampering our efforts to keep pace with technology and the growth of the aviation industry.

For example, the DOT structure hinders the FAA from doing its job in the most effective manner. By reestablishing an independent FAA, we eliminate the many layers of review by Department of Transportation political appointees and their staffs. While no former FAA Administrator supports the ATC Corporation proposal, restoring FAA to independent status is supported by 10 of the 11 living former FAA Administrators.

My bill provides an independent FAA with the personnel and procurement reforms needed to ensure the safety of the users of our increasingly complex and busy aviation system. It establishes two pilot programs; one to exempt the FAA from procurement regulations which hamper its ability to acquire the cutting edge technology it needs, and another to exempt FAA from most civil service rules except those relating to employee benefits.

The bill creates a select panel to review and report to Congress on innovative funding mechanisms, such as loan guarantees and restructured grant programs, to ensure that the money is there for future improvements of the Nation's aviation infrastructure.

My bill will establish a management advisory board made up of high-level industry representatives to advise the Administrator on management, policy, spending, and regulatory matters. And it will mandate that final action must be taken on all FAA rulemakings within 18 months after the date of their initiation.

I'm offering my bill as a starting point for developing consensus towards a meaningful and realistic reform effort. I hope you will join me as I continue to work with the leaders of the aviation community—the airlines, general aviation, FAA employees—to shape these ideas into the kind of package all of us can support.

#### TAXPAYERS, TIGHTEN YOUR BELT TO PAD INDUSTRY'S PURSE?

### HON. GEORGE MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 4, 1995*

Mr. MILLER of California. Mr. Speaker, as Congress nears the end of the first 100 days, let us examine some of the choices the new Republican majority has made to find ways to reduce the Federal deficit. In January, the Republican majority passed its balanced budget amendment without explaining to the American citizens which Federal programs will be sacrificed for the sake of deficit control. The Republican's rescissions bill, however, provided a glimpse of the programs on the chopping block, those which provide summer jobs for our youth, those which provide housing for

the elderly and poor, those which provide community service volunteer placements in our inner cities, and those which provide healthy lunches for our schoolchildren. This week, Republicans would widen the gap between the rich and the middle-class by passing a healthy tax break for the wealthiest members of society.

Of course, reducing our \$4 trillion deficit is a responsibility for all Americans. However, if the average American thinks that everyone is equally sharing the burden of balancing the budget, it's time for a wake-up call. While many Americans will have to learn to do more with less and while many worthwhile Federal programs are facing the Republican firing squad, some industries have been granted clemency from deficit reduction efforts. The mining, grazing, timber and agricultural industries, which use Federal mineral resources and operate on public lands, continue to shamelessly receive billions of taxpayer dollars in Federal subsidies each year, and Republicans plan to do nothing to ensure Americans a better return for their resources.

I'd like to submit for the RECORD and urge my colleagues to read a March 27 op ed by Mr. Jim Gogek that highlights some of the circumstances under which public resource industries continue to receive Federal handouts. In his San Diego Union-Tribune editorial, Mr. Gogek describes some of the egregious Federal policies that pad the pockets of natural resource development companies with billions of dollars each year.

Understandably, the taxpayers are outraged by these massive handouts to multimillion dollar industries and are calling for an end to corporate welfare, but most Republicans appear indifferent to their demands. How much longer will the taxpayer have to watch the new majority in Congress cut valuable programs in order to pay for timber sales in our national forests that lose money? How much longer will large mining companies be able to extract gold and silver from our public lands for only \$2.50 an acre? How much more money in subsidized irrigation must we give to huge agribusinesses for surplus crops? How much longer will we allow the annual giveaway of hundreds of millions of dollars to ranchers in the forms of cheap grazing leases and free livestock feed? How much longer must we all tighten our belts so that these industries, many of which are not even controlled by American citizens, may continue to grow rich from our tax dollars?

In February 1995, I introduced the Public Resources Deficit Reduction Act, legislation which will recover more than \$3 billion a year lost through these unreasonable Federal subsidies. I am pleased that 44 other Members, from both sides of the aisle, have joined me as co-sponsors of this legislation which will end this corporate welfare. As Congress continues to work toward increasing fiscal accountability and boosting returns to the Treasury, I urge my colleagues to consider joining us in our efforts to achieve fair-market value for the use of the public's resources.

[From the San Diego Union-Tribune, Mar. 27, 1995]

#### BIG AGRICULTURE ALSO DRAINS THE FEDERAL TILL

(By Jim Gogek)

My Republican colleagues promise that House GOP members will soon begin taking